

Pala-Pauma



Cole Grade Road at SR 76



SR 76/ Village Area



SR 76 west

Overview

The Pala Pauma Planning Group endorsed the Proposed Road Network. All Circulation Element (CE) roads within the planning area are forecast to operate at LOS D or better, including State Route 76 (SR 76), which bisects Pala Pauma from the western to eastern planning area boundaries.

SR 76, which is currently classified as a Major Road, is built as a two lane highway within Pala Pauma. The recommended CE Road Network reclassifies SR 76 as a two lane road (with Improvement Options), while retaining an 84 foot right-of-way that accommodates a four-lane road.

Currently there are three existing and one proposed Tribal Gaming facilities (casinos) within Pala Pauma with direct or indirect access to SR 76. Future expansion plans for these casinos may require widening segments of SR 76 within Pala Pauma. County staff will continue to work with the Tribal governments to ensure coordination and cooperation on all GP2020 road network related issues.

Sponsor Group Preferences

The Planning Group wants to retain their rural, agricultural character and opposes any widening of SR 76 or other CE roads beyond their current built configuration. The Planning Group also supports the proposed extension of Cole Grade Road, north of SR 76. The Sponsor Group also requested that staff:

1. Initiate the process to designate SR 76 as a scenic highway from I-15 to SR 79. This will require the support of the Fallbrook Planning Group.
2. Coordinate with Caltrans to establish a Park and Ride facility in the vicinity of the I-15 and SR 76 interchange to encourage bus transportation to and from the North County casinos.

Key Issues

Environmental

- Widening SR 76 to four lanes could result in significant environmental impacts including land form modification, possible encroachment into the San Luis Rey River bed, and potential alteration of the community's rural character.
- Connecting the Pauma Casino to the Cole Grade Road extension could have biological impacts related to the crossing of Pauma Creek.

Community Character

Widening SR 76 could jeopardize the community's goal to designate the highway as a scenic route.

Pala Pauma Village Concept Plan

The Pala Pauma Sponsor Group wants to extend Cole Grade Road to provide an alternative route for local trips to and from the Village area and provide a catalyst for developing and implementing the "village concept plan". The proposed extension could also provide a safer alternative ingress/egress for the Pauma Casino. DPLU staff met with representatives from the Pauma Tribal government to obtain their input regarding the proposed extension and discussed other casino related road network issues.

**Board Alternative Map
Network**

A separate CE road network is not recommended for Pala Pauma.

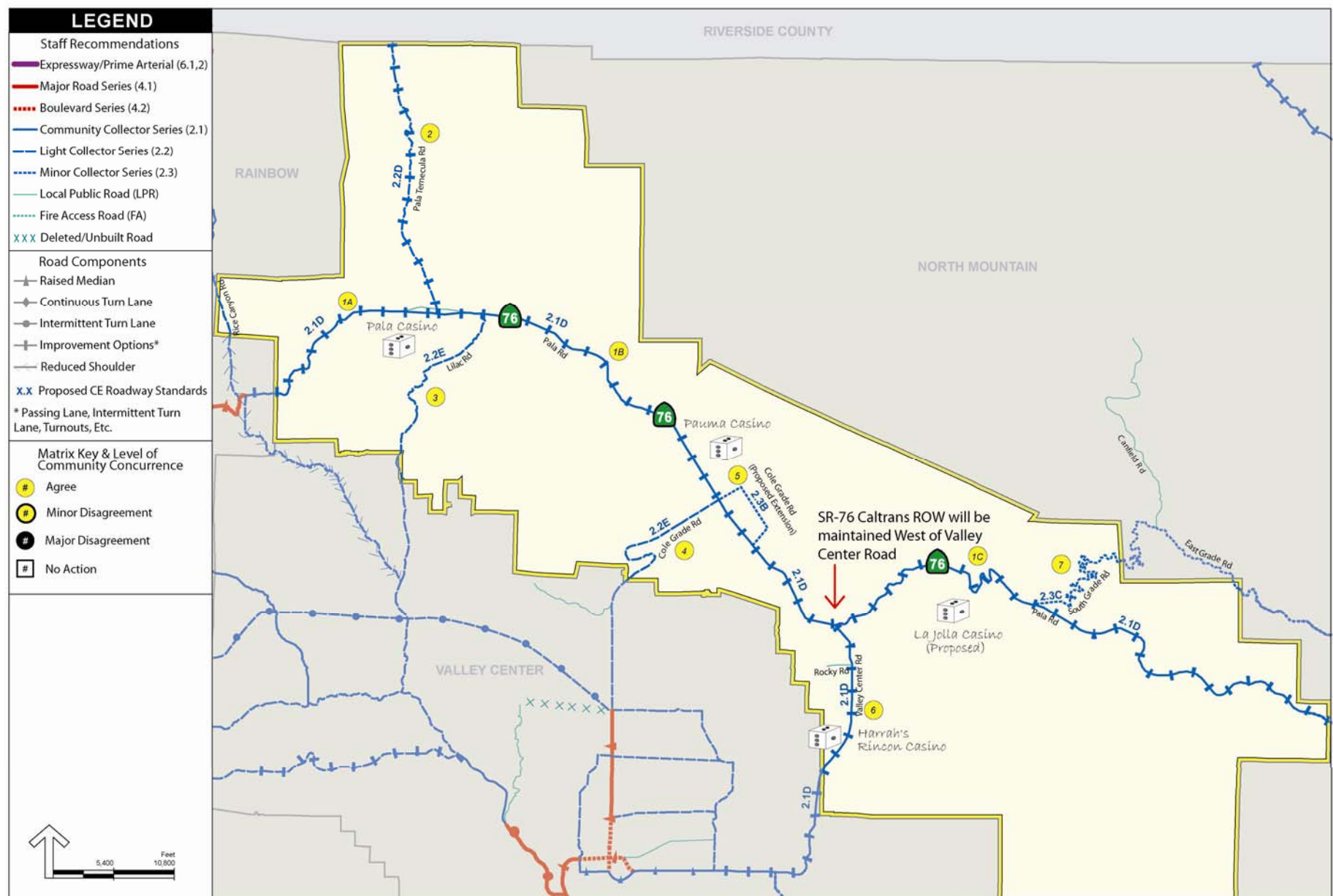
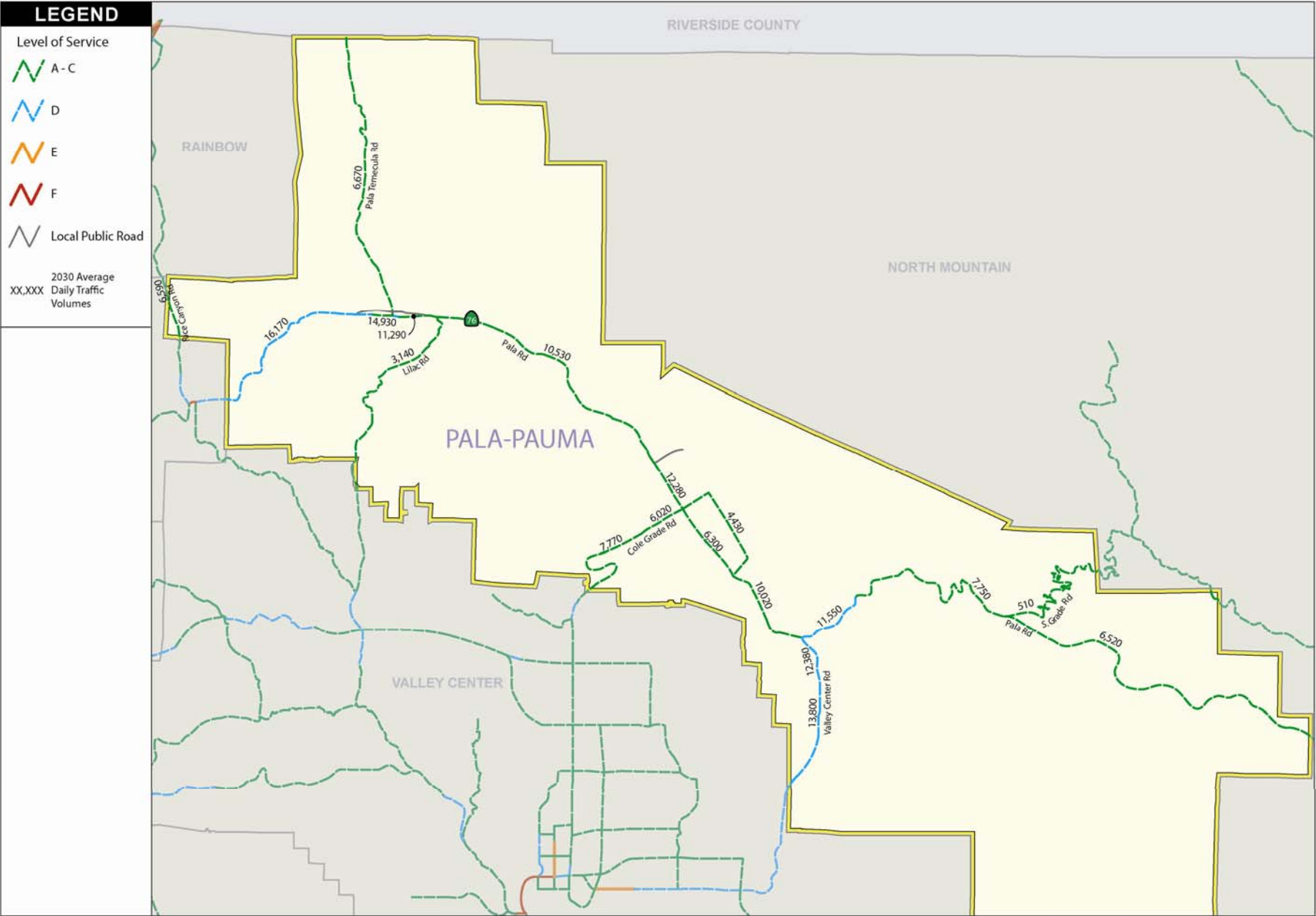
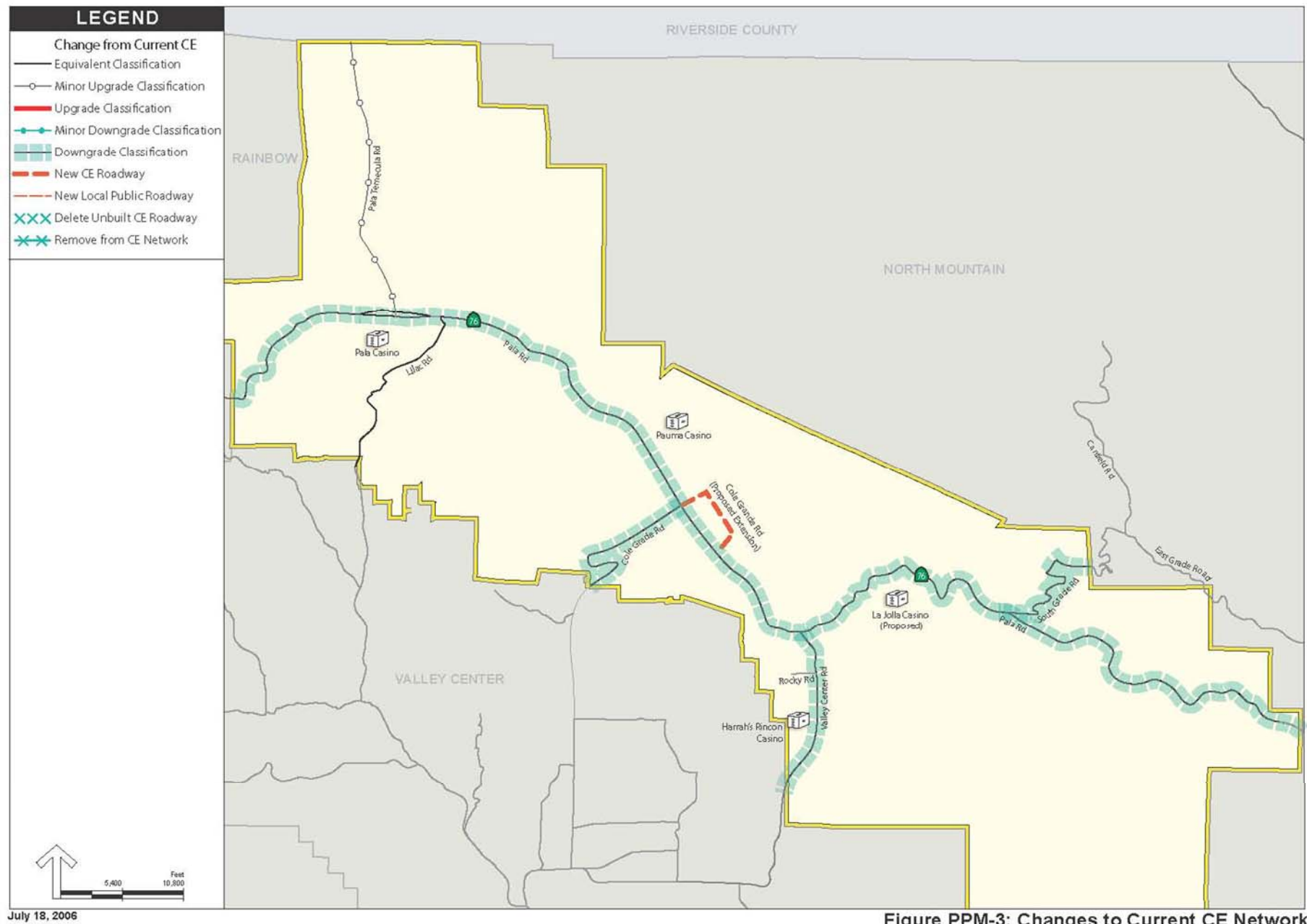


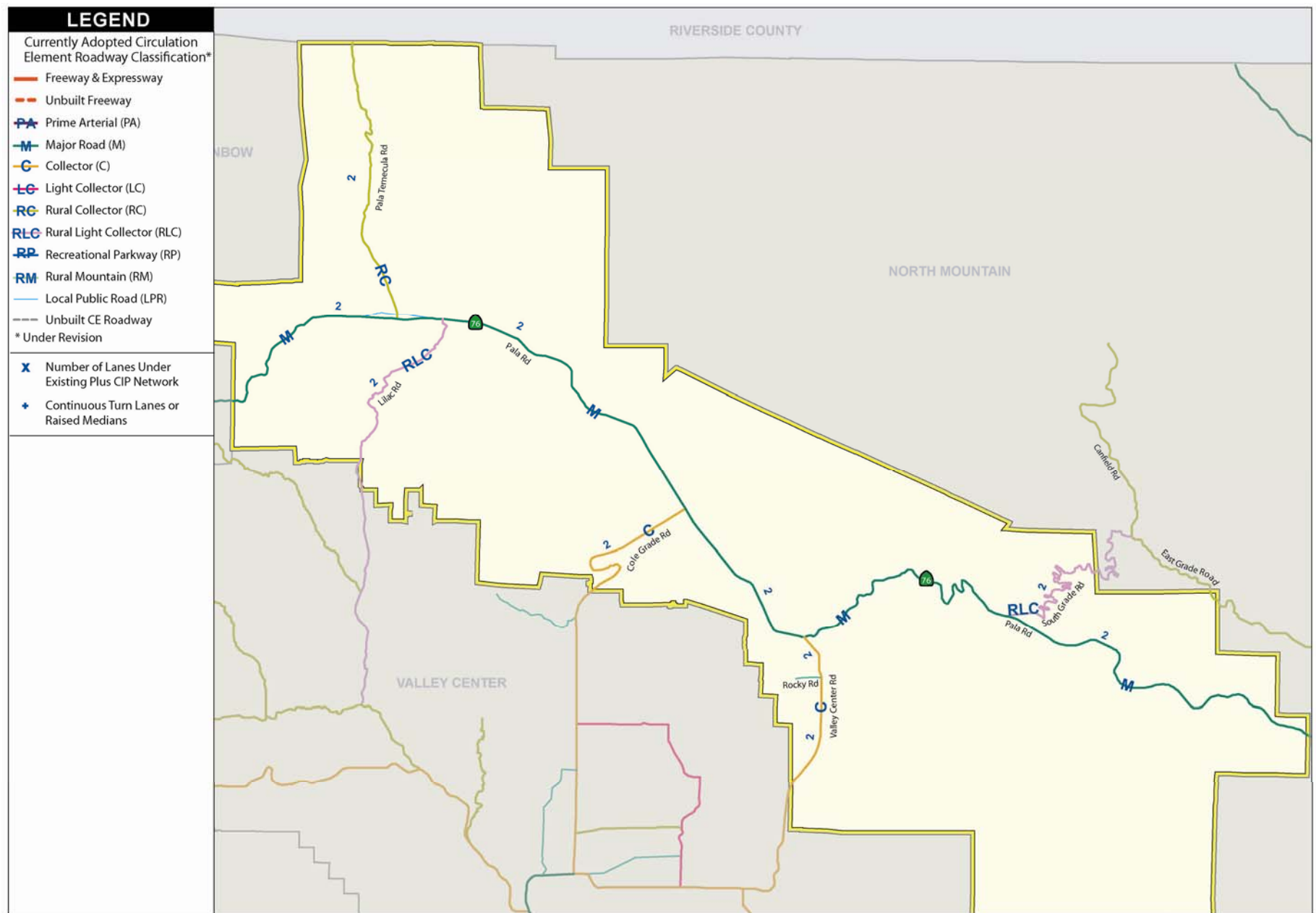
Figure PPM-1: Proposed CE Road Network



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Figure PPM-2: Level of Service and Average Daily Traffic Volumes - Proposed CE Road Network





July 18, 2006

Figure PPM-4: Existing Plus CIP Network

| CE Road Segment | Road Network Recommendations | Basis for Staff Recommendation |
|---|---|---|
| <p>1A State Route 76</p> <p><u>Segment:</u> From the western planning area boundary (near Jamies Lane) to Pala Temecula Road</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p> | <p>Downgrade Classification</p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p> <p><i>Intermittent Turn Lanes</i></p> <p><i>CSG Preference:</i></p> <p>Downgrade Classification</p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p> <p><i>Intermittent Turn Lanes</i></p> | <ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes with intermittent turn lanes are necessary to operate at LOS D or better. <p>Note: Any future widening of SR76 will require Caltrans approval to determine their ultimate ROW requirements and consistency with their Highway Concept Plan.</p> |
| <p>1B State Route 76</p> <p><u>Segment:</u> Pala Temecula Road to Valley Center Road</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p> | <p>Downgrade Classification</p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p> <p><i>Intermittent Turn Lanes</i></p> | <ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes with intermittent turn lanes are necessary to operate at LOS D or better. • <i>Support Land Use Goals</i> – The recommended classification will reinforce the community's goals to achieve safer travel speeds for the Village area. <p>Note: Any future widening of SR76 will require Caltrans approval to determine their ultimate ROW requirements and consistency with their Highway Concept Plan.</p> |

| CE Road Segment | Road Network Recommendations | Basis for Staff Recommendation |
|--|--|--|
| <p>1C State Route 76</p> <p><u>Segment:</u> Valley Center Road to the eastern planning area boundary</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p> | <p>Downgrade Classification</p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p> <p><i>Intermittent Turn Lanes</i></p> | <ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes with intermittent turn lanes are sufficient to operate at LOS D or better. • <i>Minimize Environmental Impacts</i> – The proposed recommendation recognizes the steep topography and environmental sensitivity of the eastern portion of this scenic segment of State Route 76. <p>Note: Any future widening of SR76 will require Caltrans approval to determine their ultimate ROW requirements and consistency with their Highway Concept Plan.</p> |
| <p>2 Pala Temecula Road (SA 110)</p> <p><u>Segment:</u> Entire Length</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Rural Collector (2 lanes)</p> | <p>Minor Upgrade</p> <p>2.2 D Light Collector with Improvement Options (2+ lanes)</p> <p><i>Passing lanes</i></p> | <ul style="list-style-type: none"> • <i>Road Capacity</i> – The proposed classification will operate at LOS D or better. Passing lanes would accommodate truck traffic and improve overall traffic flow. Heavy traffic volumes related to casino activities are reported by local residents especially on weekends and evenings. |
| <p>3 Lilac Road (SA 110)</p> <p><u>Segment:</u> Between the southern planning area boundary with Valley Center and State Route 76</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Rural Light Collector (2 lanes)</p> | <p>Equivalent Classification</p> <p>2.2 E Light Collector (2 lanes)</p> | <ul style="list-style-type: none"> • <i>Road Capacity</i> – A two lane road is required to operate at LOS A-C. • <i>Support Land Use Goals</i> – Nearly the entire road segment lies within the Pala Indian Reservation and is currently unpaved. |

| CE Road Segment | Road Network Recommendations | Basis for Staff Recommendation |
|---|--|---|
| <p>4 Cole Grade Road (SA 120) <u>Segment:</u> Entire Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)</p> | <p>Downgrade Classification 2.2 E Light Collector (2 lanes)</p> | <ul style="list-style-type: none"> <i>Road Capacity</i> – A two lane road is required to operate at LOS A-C. <p>Note: A dedicated turn lane; reduced travel speeds and traffic calming measures should be implemented to improve pedestrian and vehicular safety in the vicinity of the Pauma Valley Elementary School.</p> |
| <p>5 Cole Grade Road (Proposed Extension) <u>Segment:</u> Entire new road extension (north side of State Route 76) <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Not on CE</p> | <p>New CE Road 2.3B Minor Collector with Intermittent Turn Lanes (2+ lanes)</p> | <ul style="list-style-type: none"> <i>Road Capacity</i> – The recommended road classification will accommodate future Village commercial and residential land uses. <i>Support Land Use Goals</i> – The proposed extension will provide an alternative route for local trips, a catalyst for implementing the Village Concept Plan, and a safer alternative ingress/egress to the Pauma Casino. This route to the casino would require the crossing of a drainage area. <p>Note: Additional work is needed to determine the alignment for the proposed road.</p> |
| <p>6 Valley Center Road (SF 639) <u>Segment:</u> Planning Area boundary with Valley Center to State Route 76 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)</p> | <p>Downgrade Classification 2.1D Community Collector with Improvement Options (2+ lanes) <i>Raised Median is the preferred improvement option</i></p> | <ul style="list-style-type: none"> <i>Road Capacity</i> – The proposed classification will accommodate the forecasted levels of casino traffic. No additional road improvements are identified at this time. |

| CE Road Segment | Road Network Recommendations | Basis for Staff Recommendation |
|---|---|---|
| <p>7 South Grade Road (SF 1417)</p> <p><u>Segment:</u> Between State Route 76 and the northern planning area boundary with North Mountain/Palomar Mountain</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Rural Light Collector (2 lanes)</p> | <p>Minor Downgrade</p> <p>2.3C Minor Collector (2 lanes)</p> | <ul style="list-style-type: none"> • <i>Road Capacity</i> – Forecast volumes are very low for this road segment. • <i>Minimize Environmental Impacts</i> – A lower design speed is consistent with the steep topography that characterizes this winding, rural mountain road. |